

WANTED, LOST AND FOUND.

Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents, or 75 cents per week.

WANTED—10,000 PEOPLE TO VISIT VIOLA EVERY NIGHT.
JAN 19.

WANTED—20 BEAUTIFUL YOUNG LADIES for Amazon March in Black Court. Apply at TIVOLI, Monday, January 21st, at 11 A. M. 141-15.

WANTED—D. TAYLOR, PRACTICAL AND Jobbing Gardener; please taken by the day, or month; full satisfaction guaranteed. Address Postoffice Box 161, Sacramento. 141-16.

WANTED—EMPLOYMENT BY A YOUNG man in an office or store, has been in an office four years. Address 77, Western Hotel. 141-17.

WANTED—A SPRING WAGON, LIGHT, with low springs and dash, cheap. Inquire at 723 K street. 141-18.

SITUATION WANTED—BY A LADY as Housekeeper in a private family, or as a companion for a widow. Inquire at INTERNATIONAL HOTEL, Room No. 1. 141-19.

WANTED—BY A RESPECTABLE WOMAN, in a situation as nurse or companion for an invalid. Apply at this office. Best of references given. 141-20.

TO FARMERS AND ALL OTHERS I WILL furnish the best class of FARM HELP. Also will furnish Cooks, Chambermaids, Waiters, Nurses, and any other help that may be required. Send your orders. Prompt attention paid to all orders, which will be supplied at short notice. Apply to McDONALD, No. 1020 Eighth street, between J and K, Sacramento. 141-21.

A CHARCOAL BURNER #35 PER DAY and board; a plain cook, \$30; also 3 waiters, \$20; a second cook, \$20; also 2 ranch hands, \$15. Female. Apply for housework for the city and country, wages \$15 to \$25; an upstairs girl for the city, \$15 to \$20; a first-class washer for the country, \$20 to \$25. Apply to HOSCHON & CO., Employment Office, corner Postoffice & K streets, Sacramento, Cal. 141-22.

TO LET OR FOR SALE.
Advertisements of five lines in this department are inserted for 25 cents for one time; three times for 50 cents, or 75 cents per week.

FOR SALE—CHOICE IMPORTED French Canadian Stallions. Also, one Clydesdale. Apply to W. R. CUNNINGHAM, N. Nichols, Cal. 141-23.

TO LET—AT \$20 A MONTH, TWO FLOORS of six rooms in the house. Inquire at 702 Ninth street, between G and H. 141-24.

FOR SALE—THE ROCKING LIVERY and Feed Stable, including Stock, Harness, and Buggies, and all other appurtenances. A good business, well established, and profitable. A full and complete list of stock and harness for sale, on account of ill health. Files and location may be obtained at 1401 N. T. STOLLS and Harness Store, 610 K street, Sacramento, Cal. 141-25.

FOR SALE—A BARGAIN, IN a well-known, centrally located, and in perfect order, one UPRIGHT PIANO, in perfect order and fine tone, at COOPER'S MUSIC STORE, 527 J street. Piano for Rent, \$2.00 per month. 141-26.

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HALE BROS. & CO.

THE ALTAR FIRES BURNING!

It has been our custom since the establishment of our business to semi-annually thoroughly examine our stock, and with any line of goods which we consider ourselves overstocked, IMMEDIATE AND EFFECTIVE means are taken to rid ourselves of the surplus, no matter how salable or good the article may be, if the quantity on hand exceeds the limit set. THE KNIFE OF REDUCTION is plunged to the very heart's core of Regular Prices, and the

WORK OF DEMOLITION

Goes sweeping on until every vestige is removed from our premises, and we rise lightened from the irksome burden of

TOO MUCH STOCK!

Ready to enter the Arena of Next Season's Trade, and lay before you the best fruits of the manufacturing world. For this purpose has our

STERLING CLEARANCE SALE

BEEN INAUGURATED!

We are heavily burdened with certain goods, and

Prices Have Been Dashed to Atoms

UPON THE LOWEST ROCK STRATA KNOWN.

No Department escapes, and goods of recognized staple value are piled high upon the Altar of sacrifice.

During this CLEARANCE SALE, in order to accommodate the public, an Extra Force of Salesmen will be in attendance, that all may be promptly waited upon.

VERY TRULY,

Hale Bros. & Co.,

829, 831, 833, 835 K st., and 1926 Ninth st.

Country Orders Receive Prompt and Careful Attention.

PHOTOGRAPHIC PARLORS AND VIEW EMPORIUM.

Op. Palace and Grand Hotel, 141-144.

GROceries and PROVISIONS!

AT THE OLD ESTABLISHED TOWN OF SACRAMENTO.

THE "BOSS" BITTERS

Gives you an appetite, and Cures Dyspepsia.

FELTER, WOODS & CO., AGENTS, SACRAMENTO.

WINTER MILLINERY!

WE ARE NOW PREPARED to show new fashions in hats and millinery.

REMOVAL.

BROWN HAS REMOVED THEIR

IMPORTERS AND WHOLESALE DEALERS IN

VINES AND LIQUORS.

POWERY AND CIGAR CHAMPAGNE.

G. GRIFFITHS, PERRYMAN

GRANITEWORKS

THE BEST VARIETY AND

GRUHLER'S SALOON,

REMOVAL.

KROMER & LAUE,

MERCHANT TAILORS HAVE REMOVED

THEIR PLACE OF BUSINESS FROM 728 K STREET,

TO 413 J STREET, COR. FOURTH AND FIFTH.

NOTICE.

INTEREST TO HOUSE OWNERS.

PAINTS AND OILS.

CHADDERON IMPORTER AND DEALER

IN PAINTS, OILS, VARNISHES, AND GLAZES.

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GENERAL NOTICES.

Attention, Exempts—The

Exempt Firemen's Association of

Sacramento will hold a public

meeting at 7 P. M. on Monday

January 22, 1884, at the

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THIS MORNING'S NEWS.

In New York Saturday Government bonds were quoted at 124 1/2 for 1897, 114 1/2 for 1898, 101 1/2 for 1899; sterling, \$4 3/8; 100 for 36, 100 for 60; silver bars, 110 1/2.

Silver in London, 84 1/2; consols, 101 1/2; 1884, 101 1/2; United States bonds, extended, 105 1/2; 1884, 101 1/2.

In San Francisco Mexican dollars are quoted at 50 cents each.

There was a fair amount of business in mining stocks at San Francisco Saturday morning. Prices were generally maintained, and some of the Comstock were a little higher than Friday. Bolls was irregular and weak.

Michael McLaughlin was found dead in his cabin at Summit Springs, San Mateo county, Saturday.

The Bricklayers' International Union has just closed a session in Cincinnati.

Rharmion still remains open to Cairo.

Whitney, W. V., is expected over on a steamer to steal the remains of the late Bishop Whelan from Mount Calvary cemetery.

James Hart, injured a few days ago in a shaft at Bolls, died yesterday.

During the past year \$21,106 77 in gold coin, dust and bullion has been shipped from Pendleton, Oregon.

Bolls is excited over silver metal stocks.

Further particulars in regard to the loss of the City of Columbus are given this morning.

William Brier, a brakeman, was run over and killed by a train yesterday, near Roseburg, Or.

The Mayor of New Laredo, Mexico, has been held for complicity in a train robbery.

The Irish Presbyterian Church, at Toronto, Ont., was destroyed by fire yesterday.

A nationalist meeting at Boyle, Ireland, yesterday, was attended by 6,000 persons.

A serious riot occurred Saturday at Enniskillen, Ireland.

The Garfield Memorial Church was dedicated in Washington yesterday.

A man and woman were lynched Saturday at Owensboro, Ky.

W. L. Giddens, of the steamship firm of Williams & Giddens, has fallen in New York for \$20,000.

Seven members of a family near Louisville, Ky., were accidentally poisoned Saturday night in Bolls.

The father of the girl who married the "living skeleton" in Philadelphia declares that his daughter is a lunatic.

The European and Egyptian troops in Khartoum are humiliated by Sir Arabi.

There is much misery in Paris over a lack of work.

The Chinese are leaving Portland, Or., for San Francisco in large numbers.

The single seal race on San Francisco Bay yesterday, between Lee and Stevenson, was won easily by the former.

A public occasion in a Catholic Church in Philadelphia yesterday.

THE HUMILIATING CONDITION OF OUR SOUTH AMERICAN COMMERCE.

Mr. Low, one of the most experienced of commercial traders, and an excellent judge of the status of our shipping interests, declares that while Mexico is next door to us and the South American Governments near at hand and imitating our system, yet for every dollar's worth of goods which these Spanish-American countries take from us they take thirteen from England. Ex-Mayor Grace, of New York, on the same subject, declares that the tariff on American shipping has done all that could be done to destroy it. We cannot build ships here for South America as cheaply as they can on the Clyde, because of our high protective taxes. He thinks, if we keep on as we have, we shall soon see us driven to employ foreign ships to display the American ensign for us on the high seas. The commerce of South America on the Pacific is today dominated by a single English steamer company, and from that commerce we have been driven by our own legislative folly.

THE HUMILIATING CONDITION OF OUR SOUTH AMERICAN COMMERCE.

We have now before us a volume issued in 1877, being the life of William Wheelwright, by Alberdi. In the light of the present it reads as a most instructive lesson. Wheelwright was the great promoter of South American commerce. He built for himself there a monument that will never crumble; to that people he became a hero whose conquests were bloodless, but whose triumphs were greater far than those won by the arms of war. He went to South America from his Massachusetts home to establish steam communication between South American ports, but was driven, by lack of encouragement in America to seek it in England, where it was accorded, and hence the Pacific Navigation Company, one of the most powerful and extended commercial organizations on the globe today. Senator Sherman introduced into Congress a bill—

THE HUMILIATING CONDITION OF OUR SOUTH AMERICAN COMMERCE.

To empower the President of the United States to invite the Republics of Mexico, the Empire of Brazil, and the Republics of Central and South America, to send delegates to a conference to be held in the city of Washington during the year 1884, and on and after that date, to receive, confer, and settle, and to make such recommendations as may be deemed proper to the President, and to report thereon to Congress.

THE HUMILIATING CONDITION OF OUR SOUTH AMERICAN COMMERCE.

Of course such a conference can have but one result. The countries we invite to it will have but one thing to say to us, "relax the rigor of regulations with which you have thus far oppressed us." The simple question remaining then will be: Will we do it? All the conferences in the world, and all the wise head-shaking possible, will not restore to us the commercial advantages we have lost. If they are regained, it will be only by the most liberal and encouraging shipping policy. The British have a hold upon the South American carrying trade now not easily to be shaken, and not by us at all under our present absurd system of killing off shipping interests by protecting ship-building materials.

THE HUMILIATING CONDITION OF OUR SOUTH AMERICAN COMMERCE.

The New York Herald has just contributed to the literature of the subject some pregnant figures of its compilation, showing that last year we exported to Central America and British Honduras goods of \$2,424,348 of value, while we imported \$5,633,154 of value. Both figures are miserably small, but their disproportion is absurdly ridiculous, and any one will be able to see that we must account for the difference in hard cash. Last year we exported to South America \$28,927,097, while we imported from South American countries \$76,736,983. These figures call for no comment. They are simply humiliating. If in the next ten years we are able to reverse them we will accomplish a herculean task, but for all that we should enter upon it at once, and the first step is to strike the shackles from American shipping laws.

THE HUMILIATING CONDITION OF OUR SOUTH AMERICAN COMMERCE.

In this connection the recent report by Minister Logan on the new Chilean tariff is of interest. We have an advance copy from the State Department. He explains the new customs regulations, and notes that while no one class of our manufacturers will suffer damage by the change, very many must be greatly benefited, for the rate of duty is to be paid upon valuations to be established on the basis of cost in the custom-houses in some cases, and in others upon the gross weight. These valuations are made by a commission yearly, and can be modified from time to time by the President. Now nearly, if not all American manufacturers are lighter weight than the European, from agricultural and mining machinery to silver-plated ware, and from sawmills and engines to furniture, and hence the advantage to us. The Minister also informs us that we buy from Chile just

THE MARINE HORROR.

More About the Loss of the City of Columbus—Recovery of Bodies—Scenes and Incidents—Identification of the Dead—A Woman Saved—Further Statements—Etc.

(SPECIAL BY TELEGRAPH TO THE RECORD UNION.)

New Bedford (Mass.), January 20.—The town is full of people looking for the bodies of relatives and friends lost by the wreck of the steamer City of Columbus. There has been a deplorable lack of system in regard to the disposal of the bodies picked up at various points along the coast. Stray bodies of victims have been recovered by various craft plying through Vineyard Sound and taken to widely separated points. It is reported that several bodies were picked up by a schooner and landed at Edgartown, Wood's Hole and Vineyard Haven. It was positively known that seven eleven bodies at Vineyard Haven, but the number at other points cannot be ascertained at present, owing to the confusion of the wreck.

By Other The United States States.
Rivets and shoes..... 87,779 25,302
Wire fencing..... 1,142,240 25,302
White sugar..... 805,316 999
Cotton and wool..... 1,099,375 65,888
Manufactures of leather..... 105,000 654
Dried fruits..... 7,488,453 125,000
Steel and ironware..... 2,215,015 35,000
Cotton fabrics..... 7,488,453 125,000
Sewing machines..... 177,185 26,556
Fruit..... 139,161 53,000
Produce..... 139,161 53,000

Mr. Baker says our great need is close and regular steam communication, more intimate business relations and agencies, a more satisfactory system of trade credits and more favorable banking facilities. It is needless to pursue the subject further; sufficient has been said to show that our South American commerce is not what it should be, and that we have none to blame but ourselves.

THE FIRE PROTECTION QUESTION.

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More About the Loss of the City of Columbus—Recovery of Bodies—Scenes and Incidents—Identification of the Dead—A Woman Saved—Further Statements—Etc.

(SPECIAL BY TELEGRAPH TO THE RECORD UNION.)

New Bedford (Mass.), January 20.—The town is full of people looking for the bodies of relatives and friends lost by the wreck of the steamer City of Columbus. There has been a deplorable lack of system in regard to the disposal of the bodies picked up at various points along the coast. Stray bodies of victims have been recovered by various craft plying through Vineyard Sound and taken to widely separated points. It is reported that several bodies were picked up by a schooner and landed at Edgartown, Wood's Hole and Vineyard Haven. It was positively known that seven eleven bodies at Vineyard Haven, but the number at other points cannot be ascertained at present, owing to the confusion of the wreck.

By Other The United States States.
Rivets and shoes..... 87,779 25,302
Wire fencing..... 1,142,240 25,302
White sugar..... 805,316 999
Cotton and wool..... 1,099,375 65,888
Manufactures of leather..... 105,000 654
Dried fruits..... 7,488,453 125,000
Steel and ironware..... 2,215,015 35,000
Cotton fabrics..... 7,488,453 125,000
Sewing machines..... 177,185 26,556
Fruit..... 139,161 53,000
Produce..... 139,161 53,000

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Barom.	Ther.	Wind.	State.
At 5:30 P. M.	41.0	W. 10	Clear
At 4:30 P. M.	40.8	W. 10	Clear
At 3:30 P. M.	40.6	W. 10	Clear
At 2:30 P. M.	40.4	W. 10	Clear
At 1:30 P. M.	40.2	W. 10	Clear
At 12:30 P. M.	40.0	W. 10	Clear
At 11:30 A. M.	39.8	W. 10	Clear
At 10:30 A. M.	39.6	W. 10	Clear
At 9:30 A. M.	39.4	W. 10	Clear
At 8:30 A. M.	39.2	W. 10	Clear
At 7:30 A. M.	39.0	W. 10	Clear
At 6:30 A. M.	38.8	W. 10	Clear
At 5:30 A. M.	38.6	W. 10	Clear
At 4:30 A. M.	38.4	W. 10	Clear
At 3:30 A. M.	38.2	W. 10	Clear
At 2:30 A. M.	38.0	W. 10	Clear
At 1:30 A. M.	37.8	W. 10	Clear
At 12:30 A. M.	37.6	W. 10	Clear
At 11:30 P. M.	37.4	W. 10	Clear
At 10:30 P. M.	37.2	W. 10	Clear
At 9:30 P. M.	37.0	W. 10	Clear
At 8:30 P. M.	36.8	W. 10	Clear
At 7:30 P. M.	36.6	W. 10	Clear
At 6:30 P. M.	36.4	W. 10	Clear
At 5:30 P. M.	36.2	W. 10	Clear
At 4:30 P. M.	36.0	W. 10	Clear
At 3:30 P. M.	35.8	W. 10	Clear
At 2:30 P. M.	35.6	W. 10	Clear
At 1:30 P. M.	35.4	W. 10	Clear
At 12:30 P. M.	35.2	W. 10	Clear
At 11:30 A. M.	35.0	W. 10	Clear
At 10:30 A. M.	34.8	W. 10	Clear
At 9:30 A. M.	34.6	W. 10	Clear
At 8:30 A. M.	34.4	W. 10	Clear
At 7:30 A. M.	34.2	W. 10	Clear
At 6:30 A. M.	34.0	W. 10	Clear
At 5:30 A. M.	33.8	W. 10	Clear
At 4:30 A. M.	33.6	W. 10	Clear
At 3:30 A. M.	33.4	W. 10	Clear
At 2:30 A. M.	33.2	W. 10	Clear
At 1:30 A. M.	33.0	W. 10	Clear
At 12:30 A. M.	32.8	W. 10	Clear
At 11:30 P. M.	32.6	W. 10	Clear
At 10:30 P. M.	32.4	W. 10	Clear
At 9:30 P. M.	32.2	W. 10	Clear
At 8:30 P. M.	32.0	W. 10	Clear
At 7:30 P. M.	31.8	W. 10	Clear
At 6:30 P. M.	31.6	W. 10	Clear
At 5:30 P. M.	31.4	W. 10	Clear
At 4:30 P. M.	31.2	W. 10	Clear
At 3:30 P. M.	31.0	W. 10	Clear
At 2:30 P. M.	30.8	W. 10	Clear
At 1:30 P. M.	30.6	W. 10	Clear
At 12:30 P. M.	30.4	W. 10	Clear
At 11:30 A. M.	30.2	W. 10	Clear
At 10:30 A. M.	30.0	W. 10	Clear
At 9:30 A. M.	29.8	W. 10	Clear
At 8:30 A. M.	29.6	W. 10	Clear
At 7:30 A. M.	29.4	W. 10	Clear
At 6:30 A. M.	29.2	W. 10	Clear
At 5:30 A. M.	29.0	W. 10	Clear
At 4:30 A. M.	28.8	W. 10	Clear
At 3:30 A. M.	28.6	W. 10	Clear
At 2:30 A. M.	28.4	W. 10	Clear
At 1:30 A. M.	28.2	W. 10	Clear
At 12:30 A. M.	28.0	W. 10	Clear
At 11:30 P. M.	27.8	W. 10	Clear
At 10:30 P. M.	27.6	W. 10	Clear
At 9:30 P. M.	27.4	W. 10	Clear
At 8:30 P. M.	27.2	W. 10	Clear
At 7:30 P. M.	27.0	W. 10	Clear
At 6:30 P. M.	26.8	W. 10	Clear
At 5:30 P. M.	26.6	W. 10	Clear
At 4:30 P. M.	26.4	W. 10	Clear
At 3:30 P. M.	26.2	W. 10	Clear
At 2:30 P. M.	26.0	W. 10	Clear
At 1:30 P. M.	25.8	W. 10	Clear
At 12:30 P. M.	25.6	W. 10	Clear
At 11:30 A. M.	25.4	W. 10	Clear
At 10:30 A. M.	25.2	W. 10	Clear
At 9:30 A. M.	25.0	W. 10	Clear
At 8:30 A. M.	24.8	W. 10	Clear
At 7:30 A. M.	24.6	W. 10	Clear
At 6:30 A. M.	24.4	W. 10	Clear
At 5:30 A. M.	24.2	W. 10	Clear
At 4:30 A. M.	24.0	W. 10	Clear
At 3:30 A. M.	23.8	W. 10	Clear
At 2:30 A. M.	23.6	W. 10	Clear
At 1:30 A. M.	23.4	W. 10	Clear
At 12:30 A. M.	23.2	W. 10	Clear
At 11:30 P. M.	23.0	W. 10	Clear
At 10:30 P. M.	22.8	W. 10	Clear
At 9:30 P. M.	22.6	W. 10	Clear
At 8:30 P. M.	22.4	W. 10	Clear
At 7:30 P. M.	22.2	W. 10	Clear
At 6:30 P. M.	22.0	W. 10	Clear
At 5:30 P. M.	21.8	W. 10	Clear
At 4:30 P. M.	21.6	W. 10	Clear
At 3:30 P. M.	21.4	W. 10	Clear
At 2:30 P. M.	21.2	W. 10	Clear
At 1:30 P. M.	21.0	W. 10	Clear
At 12:30 P. M.	20.8	W. 10	Clear
At 11:30 A. M.	20.6	W. 10	Clear
At 10:30 A. M.	20.4	W. 10	Clear
At 9:30 A. M.	20.2	W. 10	Clear
At 8:30 A. M.	20.0	W. 10	Clear
At 7:30 A. M.	19.8	W. 10	Clear
At 6:30 A. M.	19.6	W. 10	Clear
At 5:30 A. M.	19.4	W. 10	Clear
At 4:30 A. M.	19.2	W. 10	Clear
At 3:30 A. M.	19.0	W. 10	Clear
At 2:30 A. M.	18.8	W. 10	Clear
At 1:30 A. M.	18.6	W. 10	Clear
At 12:30 A. M.	18.4	W. 10	Clear
At 11:30 P. M.	18.2	W. 10	Clear
At 10:30 P. M.	18.0	W. 10	Clear
At 9:30 P. M.	17.8	W. 10	Clear
At 8:30 P. M.	17.6	W. 10	Clear
At 7:30 P. M.	17.4	W. 10	Clear
At 6:30 P. M.	17.2	W. 10	Clear
At 5:30 P. M.	17.0	W. 10	Clear
At 4:30 P. M.	16.8	W. 10	Clear
At 3:30 P. M.	16.6	W. 10	Clear
At 2:30 P. M.	16.4	W. 10	Clear
At 1:30 P. M.	16.2	W. 10	Clear
At 12:30 P. M.	16.0	W. 10	Clear
At 11:30 A. M.	15.8	W. 10	Clear
At 10:30 A. M.	15.6	W. 10	Clear
At 9:30 A. M.	15.4	W. 10	Clear
At 8:30 A. M.	15.2	W. 10	Clear
At 7:30 A. M.	15.0	W. 10	Clear
At 6:30 A. M.	14.8	W. 10	Clear
At 5:30 A. M.	14.6	W. 10	Clear
At 4:30 A. M.	14.4	W. 10	Clear
At 3:30 A. M.	14.2	W. 10	Clear
At 2:30 A. M.	14.0	W. 10	Clear
At 1:30 A. M.	13.8	W. 10	Clear
At 12:30 A. M.	13.6	W. 10	Clear
At 11:30 P. M.	13.4	W. 10	Clear
At 10:30 P. M.	13.2	W. 10	Clear
At 9:30 P. M.	13.0	W. 10	Clear
At 8:30 P. M.	12.8	W. 10	Clear
At 7:30 P. M.	12.6	W. 10	Clear
At 6:30 P. M.	12.4	W. 10	Clear
At 5:30 P. M.	12.2	W. 10	Clear
At 4:30 P. M.	12.0	W. 10	Clear
At 3:30 P. M.	11.8	W. 10	Clear
At 2:30 P. M.	11.6	W. 10	Clear
At 1:30 P. M.	11.4	W. 10	Clear
At 12:30 P. M.	11.2	W. 10	Clear
At 11:30 A. M.	11.0	W. 10	Clear
At 10:30 A. M.	10.8	W. 10	Clear
At 9:30 A. M.	10.6	W. 10	Clear
At 8:30 A. M.	10.4	W. 10	Clear
At 7:30 A. M.	10.2	W. 10	Clear
At 6:30 A. M.	10.0	W. 10	Clear
At 5:30 A. M.	9.8	W. 10	Clear
At 4:30 A. M.	9.6	W. 10	Clear
At 3:30 A. M.	9.4	W. 10	Clear
At 2:30 A. M.	9.2	W. 10	Clear
At 1:30 A. M.	9.0	W. 10	Clear
At 12:30 A. M.	8.8	W. 10	Clear
At 11:30 P. M.	8.6	W. 10	Clear
At 10:30 P. M.	8.4	W. 10	Clear
At 9:30 P. M.	8.2	W. 10	Clear
At 8:30 P. M.	8.0	W. 10	Clear
At 7:30 P. M.	7.8	W. 10	Clear
At 6:30 P. M.	7.6	W. 10	Clear
At 5:30 P. M.	7.4	W. 10	Clear
At 4:30 P. M.	7.2	W. 10	Clear
At 3:30 P. M.	7.0	W. 10	Clear
At 2:30 P. M.	6.8	W. 10	Clear
At 1:30 P. M.	6.6	W. 10	Clear
At 12:30 P. M.	6.4	W. 10	Clear
At 11:30 A. M.	6.2	W. 10	Clear
At 10:30 A. M.	6.0	W. 10	Clear
At 9:30 A. M.	5.8	W. 10	Clear
At 8:30 A. M.	5.6	W. 10	Clear
At 7:30 A. M.	5.4	W. 10	Clear
At 6:30 A. M.	5.2	W. 10	Clear
At 5:30 A. M.	5.0	W. 10	Clear
At 4:30 A. M.	4.8	W. 10	Clear
At 3:30 A. M.	4.6	W. 10	Clear
At 2:30 A. M.	4.4	W. 10	Clear
At 1:30 A. M.	4.2	W. 10	Clear
At 12:30 A. M.	4.0	W. 10	Clear
At 11:30 P. M.	3.8	W. 10	Clear
At 10:30 P. M.	3.6	W. 10	Clear
At 9:30 P. M.	3.4	W. 10	Clear
At 8:30 P. M.	3.2	W. 10	Clear
At 7:30 P. M.	3.0	W. 10	Clear
At 6:30 P. M.	2.8	W. 10	Clear
At 5:30 P. M.	2.6	W. 10	Clear
At 4:30 P. M.	2.4	W. 10	Clear
At 3:30 P. M.	2.2	W. 10	Clear
At 2:30 P. M.	2.0	W. 10	Clear
At 1:30 P. M.	1.8	W. 10	Clear
At 12:30 P. M.	1.6	W. 10	Clear
At 11:30 A. M.	1.4	W. 10	Clear
At 10:30 A. M.	1.2	W. 10	Clear
At 9:30 A. M.	1.0	W. 10	Clear
At 8:30 A. M.	0.8	W. 10	Clear
At 7:30 A. M.	0.6	W. 10	Clear
At 6:30 A. M.	0.4	W. 10	Clear
At 5:30 A. M.	0.2	W. 10	Clear
At 4:30 A. M.	0.0	W. 10	Clear
At 3:30 A. M.	-0.2	W. 10	Clear
At 2:30 A. M.	-0.4	W. 10	Clear
At 1:30 A. M.	-0.6	W. 10	Clear
At 12:30 A. M.	-0.8	W. 10	Clear
At 11:30 P. M.	-1.0	W. 10	Clear
At 10:30 P. M.	-1.2	W. 10	Clear
At 9:30 P. M.	-1.4	W. 10	Clear
At 8:30 P. M.	-1.6	W. 10	Clear
At 7:30 P. M.	-1.8	W. 10	Clear
At 6:30 P. M.	-2.0	W. 10	Clear
At 5:30 P. M.	-2.2	W. 10	Clear
At 4:30 P. M.	-2.4	W. 10	Clear
At 3:30 P. M.	-2.6	W. 10	Clear
At 2:30 P. M.	-2.8	W. 10	Clear
At 1:30 P. M.	-3.0	W. 10	Clear
At 12:30 P. M.	-3.2	W. 10	Clear
At 11:30 A. M.	-3.4	W. 10	Clear
At 10:30 A. M.	-3.6	W. 10	Clear
At 9:30 A. M.	-3.8	W. 10	Clear
At 8:30 A. M.	-4.0	W. 10	Clear
At 7:30 A. M.	-4.2	W. 10	Clear
At 6:30 A. M.	-4.4	W. 10	Clear
At 5:30 A. M.	-4.6	W. 10	Clear
At 4:30 A. M.	-4.8	W. 10	Clear
At 3:30 A. M.	-5.0	W. 10	Clear
At 2:30 A. M.	-5.2	W. 10	Clear
At 1:30 A. M.	-5.4	W. 10	Clear
At 12:30 A. M.	-5.6	W. 10	Clear
At 11:30 P. M.	-5.8	W. 10	Clear
At 10:30 P. M.	-6.0	W. 10	Clear
At 9:30 P. M.	-6.2	W. 10	Clear
At 8:30 P. M.	-6.4	W. 10	Clear
At 7:30 P. M.	-6.6	W. 10	Clear
At 6:30 P. M.	-6.8	W. 10	Clear
At 5:30 P. M.	-7.0	W. 10	Clear
At 4:30 P. M.	-7.2	W. 10	Clear
At 3:30 P. M.	-7.4	W. 10	Clear
At 2:30 P. M.	-7.6	W. 10	Clear
At 1:30 P. M.	-7.8	W. 10	Clear
At 12:30 P. M.	-8.0	W. 10	Clear
At 11:30 A. M.	-8.2	W. 10	Clear
At 10:30 A. M.	-8.4	W. 10	Clear
At 9:30 A. M.	-8.6	W. 10	Clear
At 8:30 A. M.	-8.8	W. 10	Clear
At 7:30 A. M.	-9.0	W. 10	Clear
At 6:30 A. M.	-9.2	W. 10	Clear
At 5:30 A. M.	-9.4	W. 10	Clear
At 4:30 A. M.	-9.6	W. 10	Clear
At 3:30 A. M.	-9.8	W. 10	Clear
At 2:30 A. M.	-10.0	W. 10	Clear
At 1:30 A. M.	-10.2	W. 10	Clear
At 12:30 A. M.	-10.4	W. 10	Clear
At 11:30 P. M.	-10.6	W. 10	Clear
At 10:30 P. M.	-10.8	W. 10	Clear
At 9:30 P. M.	-11.0	W. 10	Clear
At 8:30 P. M.	-11.2	W. 10	Clear
At 7:30 P. M.	-11.4	W. 10	Clear
At 6:30 P. M.	-11.6	W. 10	Clear
At 5:30 P. M.	-11.8	W. 10	Clear
At 4:30 P. M.	-12.0	W. 10	Clear
At 3:30 P. M.	-12.2	W. 10	Clear
At 2:30 P. M.	-12.4	W. 10	Clear
At 1:30 P. M.	-12.6	W. 10	Clear
At 12:30 P. M.	-12.8	W. 10	Clear
At 11:30 A. M.	-13.0	W. 10	Clear
At 10:30 A. M.	-13.2	W. 10	Clear
At 9:30 A. M.	-13.4	W. 10	Clear
At 8:30 A. M.	-13.6	W. 10	Clear
At 7:30 A. M.	-13.8	W. 10	Clear
At 6:30 A. M.	-14.0	W. 10	Clear
At 5:30 A. M.	-14.2	W. 10	Clear
At 4:30 A. M.	-14.4	W. 10	Clear
At 3:30 A. M.	-14.6	W. 10	Clear
At 2:30 A. M.	-14.8	W. 10	Clear
At 1:30 A. M.	-15.0	W. 10	Clear
At 12:30 A. M.	-15.2	W. 10	Clear
At 11:30 P. M.	-15.4	W.	

